is not considered a sound policy to say that only one text book has to be prescribed. Now, this we know for the last thirty years. Educationists have been telling us that you have a syllabus and based on that syllabus any book could be used. But because everybody cannot make a thorough search of all the books available according to the syllabus, we prescribe or we recommend text books. Now, text books are so few. Text books which are produced by the NCERT are less than 2 per cent in this country; the rest of 98 per cent are done by private publishers. Therefore, sometimes inaccuracies creep in; sub-standard character also could creep in. Now, what we do is that periodically the NCERT takes up a survey of these books, sometimes from the point of view of national integration, sometimes from the point of the quality of the book. And when it is brought to our notice—and, of course, from other points of view from other quarters—when these things are brought to our notice then we tell them not to use the book in the present form; if it is sub-standard it should not be used. They should not be used in the present form in the sense that a sub-sfandard treatment of the subject is something bad fo the boys. So it should be changed.

MR. CHAIRMAN: Mr. Valampuri John.

SHRI VALAMPURI JOHN: Sir, to my painful surprise we find a startling revelation in, the English prose prescribed or second standard in Madras schools by the NCERT. Jesus Christ was hanged to death (*Interruptions*) Hanging to death or nailing to the Cross may not be of a great difference to a layman. But he was nailed to the Cross, he was crucified, is an article of faith. It is one of the basic postulater of christian credo. So, since it is a very serious thing and because there are a lot of implications wounding the very sentiments of the Christians, I would like to know from the hon. Minister whether he would consider withdrawal of this book from circulation immediately.

SHRI P. V. NARASIMHA RAO: Certainly, Sir. This is a very serious matter. Not only inaccuracy, but it is a howler. (*Interruptions*) I will certainly look into it.

SHRI RAMENDRA KUMAR PODDAR: Sir, this kind of error or inaccuracy sometimes appears not only in Delhi, but in many other State capitals and States. So, I would like to know from the Minister whether the ruling party at the Centre would refrain from making political capital when such errors occur in opposition-ruled States.

SHRI P. V. NARASIMHA RAO: I do not understand the question.

MR. CHAIRMAN: Next question No. 205.

SHRI SURESH KALMADI: Sir, I had written yesterday that my priority No. 1 Question has not been listed as Question No. 205 and that priority No. 1 question has been put as unstarred. Another question has come here. I do not know how this has happened. I had written and I thought that the correction would come today. Unfortunately, nothing of that sort has happened.

Anyway, I am going ahead and putting this question.

Import of diesel locomotives

*205. SHRI SURESH KALMADI: Will the Minister of TRANSPORT be pleased to state:

(a) whether it is a fact that Government propose to import some powerful electric and diesel locomotives from Japan and Sweden;

(b) if so, what are the reasons therefor; and

(c) what steps Government propose to take to manufacture these locomotives indigenously?

THE MINISTER OF STATE IN THE DEPARTMENT OF RAILWAYS (SHRI MADHAVRAO SCINDIA): (a) Orders have been placed for the import of electric locomotives from Japan and Sweden. No decision has yet been taken on the import of diesel locomotives.

(b) To upgrade technology.

(c) These locomotives will subsequently be progressively manufactured indigenously with transfer of technology.

SHRI SURESH KALMADI: Sir, the railways do not want to be left behind and want to go to the 21st century in collaboration with Japan and Sweden by importing about 50 crores of locomotives. Sir, the answer of the hon. Minister is very vague. It just shows how seriously they take the questions of the Members of Parliament. My questions is "whether it is a fact that Government propose to import some powerful electric and diesel locomotives from Japan and Sweden." They says: "Orders have been placed for the import of electric locomotives from Japan and Sweden". But no details are given as to how many locomotives are sought to be imported. I will tell you that it is 18 locomotives or 20 locomotives. I will tell that they are worth 50 crores of rupees. I know more. We know more. The newspapers know more than what the hon. Member has sought to inform the Members of this House. It is very sad.

Sir, I would like to know why they are importing 50 crores worth of locomotives. I am given to understand that they are importing three types of locomotives. I do not know why. I think, while answering my question he will say that they are going to have trials of these three types. After that, they are going to see which is the best and they are going to indigenise locally the best one. Do you have to spend 50 crores for that? The Civil Aviation Minister is here. They wanted to take a decision whether they would like to go in for Dornier or for Cata or for Beechcraft. But we did not have to pay any money for that. They brought the aircraft here and carried out trials. But we did not have to pay any money. Finally, they chose the best one and we went into collaboration. My question is: Why are we importing three different types of locomotives and if we are going to indigenise the best one of them, why are we paying 50 crores of rupees?

SHRI MADHAVRAO SCINDIA: Sir, I think the hon. Member is extremely unfair with me. I will be very careful in future. Before the Question Hour, he came and conversed with me and I gave him little snippets of information which he is now using against me as ammunition. I can assure the hon. Member that we are not trying to hide anything and we will give him all the information that he wants inside the House or outside the House if he wants to meet me. There is no intention of hiding anything. The hon. Member mentioned that his information was that we were going to import three types of locomotives. Sir, at present Chitaranjan Locomotives manufacturers electric locomotives of about 3900 HP and it is called a Co-Co type which means two bogies with three axles in each bogie, i.e. six axles and 12 wheels, two wheels on each axle. So, this is the locomotive that is used on the Indian system.Now, we are importing Bo-Bo-Bo type of locomotives also. It has 6000 HP. We want to upgrade the technology. Therefore, we want to see whether Bo-Bo-Bo type is superior to the Co-Co type. Bo-Bo-Bo has three bogies with two axles on each bogie with two exles. Again, you end up with six axles and 12 wheels. So, the Co-Co type is easier to maintain...

SHRI MAHENDRA MOHAN MISHRA: Let the Minister explain Co-Co and Bo-Bo-Bo.

MR CHAIRMAN: I thought you are telling the story of Hoti and Bo-Bo.

SHRI MADHAVRAO SCINDIA: I am trying to say that Co-Co type is easier to maintain. It is less complicated. But this Bo-Bo-Bo type is supposed to be better for higher speed freight trains and may give more stability. So, we want to try out both the locomotives. And if we find that the Bo-Bo-Bo type is not as superior

as the Co-Co as we call it, then we will go in for Co-Co type. That is why there are basically two types.

MR. CHAIRMAN: After this 'coco' now I don't think there is need for another supplementary.

SHRI SURESH KALMADI: Sir, after all, the Minister is a 'go-go' Minister. Sir, the Minister said that I have got some snippets of information from him. But I had got mis-information from him. I have correct information from the newspaper cuttings and from the Library and from other Parliamentary Questions we have put to him. Sir, I would like to know whether these Bo-Bo-Bo locomotives are going to be used by the 'go-go' Minister for passenger traffic and what are the speeds they are going to be used at, and whether we have the tracks for these Bo-Bo-Bo locomotives. And I would also like to know, Sir, as to how many locomotives are required in the Seventh Five Year Plan and how many of these are going to be manufactured in the Chittaranjan Locomotive Works.

SHRI MADHAVRAO SCINDIA: Sir, the Bo-Bo-Bo type is basically for heavier freight haulage. We are today hauling about 4,500 tonne freight trains, and we hope to go up to about at least Rs. 7,500 tonnes or so with this particular locomotive. Basically it is for freight haulage but that does not bar passenger haulage either. In passenger haulage, maybe the other type may also be better. But all this has to be examined. As far as electric locomotive requirements for the Seventh Plan are concerned, according to our electrification programme where we are electrifying about 3,500 KMs in the Seventh Plan, we will be requiring approximately 500 locomotives in the five-year period. We are stepping up our indigenous capacity. The Chittaranjan Locomotive Works which is producing 60 locomotives, this year we are targeting to produce 70, and the year after 90, and the year after that 100. So, by 1988 we hope to be producing 100 locomotives from Chittaranjan. This will mean that there will be a gap of about 100 to 150 locomotives in the Seventh Plan. So, we are having negotiations and discussions with the Bharat Heavy Electricals to try and make up that gap indigenously. And I hope our efforts will succeed. And there is a good chance of our efforts succeeding in that direction.

SHRI PARVATHANENI UPENDRA: Sir, there is much more behind the blah-blah-blah of the Minister. Sir, they are importing 18 locomotives of three types from Japan and Sweden at a considerable cost. And the officials of the Chittaranjan Locomotive Works, which is producing the electric locomotives, are on record before the Railway Convention Committee that the Chittaranjan Locomotive Works itself can produce a 5,000 HP or 6,000 HP locomotive immediately with a little input. And in spite of that, the Railway Ministry is going for imports. I do not know what the reason is. Sir, the Railway Convention Committee, in its Fifth Report which was placed before the House yesterday, specifically warned that as for import of 18 proto-types from abroad, the Committee would like to sound a caution to keep in view the experience regarding the import of traction motors from France some time back by way of abundant precaution to avoid pitfalls. The Committee also said, and I am quoting: "The Committee feel that the Chittaranjan Locomotive Works should be asked to go ahead with operating of indigenous electric locomotives of 5,000 or 6,000 HP, and the Railway should not attempt to go for manufacture of imported 6,000 HP locos which would lead to a setback to the Railways' indigenisation programme. The imports already ordered may be reviewed and cancelled, if possible." And in view of this specific recommendation and caution by the Railway Convention Committee, a high-powered Committee of this Parliament, will the Ministry review this order. You will take one year to get the locomotive proto-types, you will take one year for trials and you will take six years to produce these locomotives. By that time, it will become outmoded. There-

fore, it is time to review this thing, if necessary to cancel the order. Will the Minister assure us that in pursuance of the recommendation made by the Railway Convention Committee he will review the whole thing and cancel the import order?

SHRI MADHAVRAO SCINDIA: Sir, I am very proud of the fact that the officers at the Chittaranjan locomotive works have exuded such confidence but, Sir, it is felt in the Railway administration that one should have a look at the 6,000 h.p. locomotive also. At the same time, we have issued instructions to all the production units that they must have their own research and development cell so that there is a continuous process of upgrading technology within the unit itself also. It is not as if you import 1960 technology and by 1986 you have done nothing at all to upgrade that technology. That effort also is on. And, I am happy to inform the hon. Member that upgrading of the existing electric locomotive is a process which is being undertaken by the Chittaranjan locomotive work and we hope to upgrade the horsepower from 3,900 to 4,500. The hon. Member is very knowledgeable about the railways and may be he is interested to know that tap changers are being replaced by thyrisstors; air blast circuit breakers are being replaced by vacuum circuit breakers; single phase to three phase converter is being changed from rotating type to static type and the capacity of the main transformer is being uprated to utilise the availability of traction motor capacity fully. These are the basic details. The upgradation is taking place. And, as I said, it is considered essential to have a look on the 6,000 h.p. locomotive also and that is why we are importing 18 of them. Initially it was thought that we will import 20 but now it has been decided to import 18 of them.

SHRI PARVATHANENI UPENDRA: One minute. Sir. Sir, he had not answered my question. Will you review the whole thing in view of the Convention Committee's report? (*Interruptions*).

MR. CHAIRMAN: His answer is complete.

SHRI NIRMAL CHATTERJEE: Sir, the question which he has not answered let me repeat as part (a) of my question. Are our tracks such that they can bear these 6,000 h.p. locomotives? Secondly, I asked this question at another time, but the answer given was unsatisfactory. Let me put it again. Is it not true that coal reserves are relatively more plentiful than our oil reserves? If that is so, then is it not wise to experiment with steam locomotives rather than with diesel locomotives. Coal converted into electricity and then electric locomotives are perfectly understandable and justified. But to the extent that it is not possible, replacing steam locomotives by diesel locomotives is it in the interests of the national economy particularly in view of the foreign exchange constraints?

SHRI MADHAVRAO SCINDIA: Sir, this question, the second part of the hon. Members question does not strictly pertain to this question, but I would like to answer it. So far as part (a) of the question about tracks is concerned, they are considered at present strong enough to take the load and that is why the field trials are going to take place of these 18 locomotives that we are importing. We should know whether the tracks are really strong enough though we feel that they are strong enough. Sir, so far as part (b) of the question is concerned, it is considered five times more efficient to transport coal to the powerhouse, use coal in the power house and bring it out in the form of electric energy than to use it as traction power in steam locomotives. Then, steam locomotive is also considered very inefficient type of locomotive and it is giving all sorts of problems and trouble and we are phasing it out as the hon. Member knows it. But it is much more efficient to use coal in the powerhouse and take electricity out.

SHRI NIRMAL CHATTERJEE: I have asked for a comparison between diesel and steam. I am not comparing it with electric traction. That I know. I have mentioned in the past also elsewhere for instance...

MR. CHAIRMAN: Let the Minister answer. He has not finished.

SHRI MADHAVRAO SCINDIA: We do consider that the operations would be far more efficient if we convert steam into electric and diesel and phase out the steam locomotives as soon as possible because there are all sorts of maintenance problems and other problems which arise which end up in a much higher cost of running the steam locomotive fleet.

Foreign Airlines operating through Calcutta

*206. SHRI SUKOMAL SEN: Will the Minister of TRANSPORT be pleased to state:

(a) what is the number of foreign airlines operating through Calcutta airport;

(b) what are the flights of Air India operating through Calcutta and their destinations;

(c) whether Government have entered into any agreement with any more foreign airlines for their operation though Calcutta; and

(d) if so, what are the details thereof?

THE MINISTER OF STATE IN THE DEPARTMENT OF CIVIL AVIATION (SHRI JAGDISH TYTLER): (a) to (d) A Statement is laid on the Table of the House.

Statement

(a) Six foreign airlines namely, Aeroflot, Thai Airways, Bangladesh Biman, Royal Nepal Airlines, Druk Air (Bhutan) and Burma Airways are operating to/through Calcutta airport.

(b) Details of operations of Air India flights to/from/through Calcutta.

Sl. No.	Flight Number	Route
1	AI-316/Tuesday/Wednesday	Bombay/Calcutta/Bangkok/Hongkong/Tokyo.
2	AI-307/Wednesday/Thursday	Tokyo/Osaka/Hongkong/Bangkok/Calcutta/Bombay.
3	AI-132/Monday	London/Rome/Delhi/Bombay/Calcutta.
4	AI-193/Tuesday	Calcutta/Bombay/Dubai/London/New York.
5	AI-109/Thursday/Friday	Calcutta/Bombay/Dubai/London/New York.
6	AI-164/Wednesday/Thursday	Paris/Frankfurt/Delhi/Bombay/Calcutta.

(c) and (d) BALKAN (Bulgarian Airlines), LOT (Polish Airlines) and Singapore Airlines have been given rights to operate to Calcutta in the recent past.

SHRI SUKOMAL SEN: This question had been discussed earlier also. Sir, not only the people of Eastern India but people from other parts also feel that Calcutta airport is very much neglected and that is being neglected wilfully. For example, I would quote from Hindustan Times Delhi edition of 23rd August where it says: General Manager, International Air-